

MINUTES

OF THE

JOINT AGENCY TRANSPORTATION PUBLIC HEARING

Public Hearing on the 2003-2007 Tentative Five Year Construction
Program of State Highways, 2003-2007 Tentative Airport Development Program,
2003-2007 Tentative Life Cycle Program, Draft MAG FY 2003-2007 Transportation
Improvement Program, MAG Area Freeway Life Cycle Program for the MAG Regional Freeway
System, FY 2003-2007, RPTA/Valley Metro Short Range Transit Report, 2002-2006 and Draft
MAG FY 2002 Long Range Transportation Plan Update

12:00 p.m., Friday, April 5, 2002

Maricopa Association of Governments (MAG)
302 North 1st Avenue, 2nd Floor-Saguaro Room
Phoenix, Arizona 85003

The State Transportation Board and Maricopa Association of Governments (MAG) met in official session for a Joint Agency Transportation Public Hearing at 12:00 p.m., Friday, April 5, 2002, with Co-Chairpersons Keno Hawker, Mayor of the City of Mesa, and Katie Dusenberry, Chairman of the State Transportation Board, presiding. Other State Transportation Board members present included: Vice Chairperson Ingo Radicke, Dick Hileman, Bill Jeffers, and Joe Lane. MAG representatives present included: (names not mentioned in transcript). **Citizen Transportation Oversight Committee** members present were: Chairman Roc Arnett, Ron Gawlitta, Paul Schwartz, Tom Liddy, Jim Lykins and Dwight Amery. Also present were Director Victor Mendez, Arnold Burnham, Priority Program Manager; John Pein, Pima Association of Governments; Chuck Eaton, Maricopa Association of Governments; Gary Adams, Assistant Director, Aeronautics Division; and Paul Ward, MAG Transportation Programming Manager. There were approximately 20 people in the audience.

Opening Remarks and Pledge of Allegiance

Mayor Hawker called the meeting to order and led those present in the Pledge of Allegiance. He explained today's public hearing is one component of the MAG mid-phase public involvement opportunity process. He said the meeting is also the Phoenix Regional Public Hearing on the Tentative Program for the State Transportation Board. He noted additional State Transportation Board hearings will be held in Tucson on April 12, and in Flagstaff on April 19. Mayor Hawker introduced the MAG representatives, while Ms. Dusenberry introduced members of the State Transportation Board. Roc Arnett, CTOC Chairman, introduced members of the Citizens Transportation Oversight Committee in attendance.

2003-2007 Tentative Five Year Construction Program of State Highways.

Mr. Burnham discussed the agreements made between MAG, PAG and the Thirteen Other Counties (TOC) as to how revenues would be used in the Fiscal Year 2007 program. He reported that it was decided at the last Board meeting that the \$5 million in state funding for the Hoover Dam project would be shared statewide. He explained they developed the program under

the assumption there would be a \$300 million revenue shortfall for the five upcoming fiscal years. He stated House Bill 2588, which would help cover the shortfall by increasing the Board's bonding capacity, was recently signed by the Governor. He said one of the major changes they made to this year's program was to push out any project that would not be ready to proceed in the year it was programmed. He said they also deferred some projects and moved others completely out of the program, placing them in the database for FY08 and 09.

Mr. Burnham reviewed projects that were adjusted. He stated the projects in Southern Arizona needed additional money, therefore they were deferred to FY 08/09. He said rest area projects in Northern Arizona were short funded and were also deferred. He noted the program can be accessed on the Web and suggested those wishing to comment, direct their comments to the State Transportation Board Chairperson, Katie Dusenberry.

In response to Mr. Arnett's question, Mr. Burnham reported \$129 million in projects were deferred.

PAG Tentative Five Year Construction Program of State Highways

Mr. Pein explained the Pima Association of Governments is comprised of the City of Tucson, Oro Valley, Suhuarita, Marana, Pima County, South Tucson and ADOT. He said they also work in partnership with the Pascua Yaqui Tribe, the Tohono O'odham Nation, Sun Trans, Davis-Monthan Air Force Base, the University of Arizona and the Tucson Airport Authority. He stated the recommended program was unanimously approved by the CIPSA Committee, the Transportation Planning Committee, and the Management Committee. He stated the Regional Council unanimously approved and accepted the program in January. He reported \$57,275,000 was allocated for projects in the Pima Region this year. He identified I-10 construction in the vicinity of Congress and 29th as being their highest priority, pointing out that area of the roadway currently handles 170,000 vehicles a day. He stated the Marsh Station TI is located in one of the most environmentally sensitive areas in the southeast portion of the valley. He explained additional funding is necessary to bring the structure out to accommodate future growth, therefore \$7 million has been added to the existing program. He said the third project, Valencia to Ajo, supplements other projects and is in an area where projected growth actually exceeds the average daily traffic on I-10 east of Tucson. He said the Ina Road TI design is a cooperative effort with Pima County to improve Ina Road and increase westbound capacity.

In response to Mr. Radicke's question, Mr. Pien explained the Marsh Station TI project is actually within the Safford Maintenance district and within the Tucson Construction district, but not included in any area's Planning district. He said PAG has committed \$19 million of their allocation to this project.

Mayor Hawker asked why the Board decided to make the Hoover Dam project a statewide contribution. Ms. Dusenberry explained the Board felt the Hoover Dam project was a statewide, rather than regional, project. She said, therefore, the Board voted to take the \$5 million in FY06 and FY 07 off the top, similar to the Port of Entry project. Mr. Bourey explained they went through a process wherein all professional staff throughout the state made recommendations to

their respective Boards as to what money would be available within the regional and state programs. He said the Board's action was totally inconsistent with the RAAC's recommendation and would do tremendous harm to that cooperative effort. He urged the Board not to go forward with the recommendation.

Ms. Dusenberry clarified 50 percent of the \$20 million would be taken from the TOC, 37 percent from MAG and 13 percent from PAG. Mr. Jeffers suggested it was an oversight on RAAC's part not to place the project in the statewide system from the beginning. He pointed out the bridge is not only of state importance, but national importance as well.

Mr. Bourey expressed concern that the Board would make similar, unilateral decisions with regard to other projects. He also commented that the change would alter their projections.

MAG Tentative Five Year Construction Program of State Highways

Mr. Eaton explained the MAG Tentative Five Year Construction Program was fully coordinated with MAG and RPTA staff. He said projects were solicited from MAG members, a list of projects were reviewed and a recommendation was made by staff to the Transportation Board and MAG Regional Council. He reviewed major projects throughout the region, including the I-10 CD Road System and US 60-Val Vista to Power. He said there is additional money in the program to help fund the State Route 85 widening project and money was added for the system interchange at US 60 and L202. He stated they added a small amount of money to help preserve rights-of-way along L303 and want to continue funding the freeway service patrol.

Mr. Eaton reported significant cost increases on I-10, 83rd to 59th; I-17, Peoria to Greenway; and State Route 51 to Shea. He explained that, in order to accomplish those projects, the Vekol Wash rest area was taken out of the program and the freeway management project on the Loop 101 from Scottsdale to 90th Street and the widening project on I-17, from the Loop 101 to SR 74 were deferred. He noted funding set aside for park and ride lots also had to be deferred.

Mr. Arnett asked what dollar amount was deferred. Mr. Eaton answered \$33 million. Mr. Arnett asked what portion of that amount came from park and ride lots. Mr. Eaton stated park and ride lots are not actually losing money, explaining, the funds are being delayed beyond the five-year program.

Mr. Jeffers asked if the deferred projects were deferred out past the 2007 program. Mr. Eaton said, not necessarily, explaining I-17, Peoria to Greenway was moved from 2003 to 2005. Mr. Jeffers asked for an update on the status of the Loop 303. Mr. Eaton said a study is currently underway to address the 303 alignment from Lake Pleasant Road and I-17. Mr. Jeffers pointed out the Loop 303 is conditional upon extension of the half-cent sales tax. He asked if MAG is optimistic that the half-cent sales tax will, in fact, be extended.

Mr. Arnett asked if the funds would be used to acquire right-of-way on the Loop 303 north of Grand. Mr. Eaton explained the intent is to acquire right-of-way along the corridor between Lake Pleasant and I-17. Mr. Arnett asked if they have passed all the challenge dates on the right-of-

way south of Grand to I-17. Mr. Eaton said, not necessarily, however, there is a continued effort to lock in those rights-of-way. Mr. Arnett pointed out Loop 303 was in the original 1985 vote, but ultimately taken out. He said people in the area are extremely interested in making sure it happens.

2003-2007 Tentative Life Cycle Program.

Mr. Eaton reported, as of Monday, they will have opened 91 miles to traffic, with eight miles currently under construction and 33 miles under design. He said they have also acquired over 7,000 acres of right-of-way. He noted the final section of the Loop 101 will open Monday. He stated the Red Mountain project between Gilbert and Higley is scheduled to be completed later this year, while two Grand Avenue projects, 27th and 91st Avenues, should be completed by early 2003. He said the system interchange between SR 51 and Loop 101 and Phase 2 of the Santan are under construction and are expected to be completed in mid and late 2003, respectively. He said they will bid the I-10 to Price segment of the Santan within the next month or two.

Mr. Eaton reported \$134 million in additional revenues, primarily from new bonding in 2007, to offset construction and right-of-way cost increases totaling \$137 million. He noted the system interchange at U.S. 60 and Loop 202 accounted for the major cost increase. He stated the Santan, originally scheduled for completion in 2007, is now scheduled to open in 2006. He said, conversely, the Red Mountain is now scheduled for completion in 2007 instead of 2006.

In response to Mayor Hawker's question, Mr. Eaton stated the system is scheduled to be complete by the end of 2007. He stated the half-cent sales tax runs out at the end of 2005, however, state and federal aid funds will carry the system beyond that point. Mayor Hawker asked if there are any contingency funds or if the funds would be gone at the end of 2007. Mr. Eaton said there would be no RARF money left, explaining they leveraged money out to 2014.

2003-2007 Tentative Airport Development Program.

Mr. Adams explained the airport system is divided into two types of airports: primary systems eligible for federal and state assistance; and secondary systems, eligible for some state assistance, but no federal assistance. He said there are approximately 95 airports competing for state and federal assistance. He discussed the process by which they developed the Five Year Program, stating they first estimated the amount of revenue available over the five year period. He said they then asked individual airports what they would like constructed at their airport and what they anticipate constructing during the next five years. He said that list of projects was prioritized and a draft program was developed.

Mr. Adams stated the State Aviation Fund is strictly supported by the aviation industry, with the Flight Property Tax being the biggest contributor. He said their revenue forecast has been reduced approximately 20 percent as a result of the September 11 terrorist attacks. He noted, however, the State Legislature passed a bill last year that returns 100 percent of the Flight Property Tax to the State Aviation Fund. He said this year's forecast for the Flight Property Tax totals about \$6.5 million, however, it is expected to increase to \$13 million in 2004. He

explained the State Transportation Board has a policy of matching all federal grants given by the FAA. He said, as a result of the events of September 11, they anticipate previously ineligible security projects will become eligible and Congress will put more money into airports and security measures. He said, therefore, they have increased the amount set aside for future projects. He noted they are also investing \$3 million a year in preserving asphalt at airports throughout the state. He emphasized that they are unable to meet demand, noting 250 projects were not funded.

MAG Area Freeway Life Cycle Program for the MAG Regional Freeway System, FY 2003-2007

Mr. Anderson explained the 1985 sales tax vote, as modified by Governor Symington, removed Loop 303/Grand Avenue and the Paradise Freeway from the Regional Freeway Program. He said, subsequent to that action, MAG and ADOT added back a series of traffic interchanges on Grand Avenue in an attempt to alleviate traffic problems in that corridor. He stated MAG's first responsibility is to adopt criteria and establish priorities for the freeway program. He said they are also charged with approving material changes and preparing an annual report. He explained the purpose of the annual report is to analyze the program's fiscal status and to make recommendations as to how the program can be improved.

Mr. Anderson stated the sales tax, due to expire at the end of 2005, is projected to raise approximately \$270 million, however, it is currently running below forecast. He said total system costs are up about \$178 million, \$164 million of which is for the funded system. He said, thanks to the acceleration of the program and the addition of Board Funding Obligations, they have completed a major portion of the right-of-way acquisition, with the remaining right-of-way scheduled for acquisition within the next two fiscal years. He pointed out the current cost to complete the freeway program is almost \$39 million per mile, with \$24 million in construction costs, \$12 million in right-of-way costs and the balance in design costs. He said local governments have been very aggressive in accelerating projects, noting the City of Mesa funded the acceleration of both the Country Club to Gilbert Road and Higley Road sections.

Draft MAG FY 2002 Long Range Transportation Plan Update.

Mr. Herzog stated, over the next 20 years, they expect population in the region to increase by 50 percent, vehicular traffic to increase by 58 percent and other travel demands, including air traffic at Sky Harbor, to increase significantly. He explained they made limited changes to the 2002 update because they are working on a new regional transportation plan that will address all modes. He reported fixed route bus service is expected to double in 10 years and triple in 20, while express bus service is expected to double in 10 years and quadruple in 20. He reviewed the core light rail system, running from Mesa to Christown Mall, stating there is also potential for light rail extensions further out. He stated their plan is comprehensive and covers all modes of transportation.

Draft MAG FY 2003-2007 Transportation Improvement Program.

Mr. Ward explained the Draft FY 2003-2007 MAG Transportation Improvement Program (TIP) contains most of the transportation projects scheduled to be carried out within the metropolitan planning area over the next five years. He stated federal guidance requires that, every two years, metropolitan areas develop a TIP that includes all Title 23 Federal Transportation Funds, except those regarding safety, emergency and planning. He said, because the region is in non-attainment for a variety of federally recognized air quality pollutants, the TIP also has to include all regionally significant projects, regardless of their funding source. He noted all regionally significant projects within the region have to be analyzed by a rating system known as the "Congestion Management System." He explained that, in order to stay current with air quality plans and to allow the maximum flexibility in an extremely fast growing region, the MAG TIP is actually developed every year. He stated the data comes primarily from staff; federal, state and local agencies; and other programs. He stated further input comes from members of the public and MAG staff. Mr. Ward stated the TIP totals \$4.61 billion, with local funds accounting for \$1.6 billion, federal funds accounting for \$1.4 billion and regional funds accounting for \$1.3 billion. He pointed out that \$308 million comes from private funds from developers. He stated the \$4.16 billion represents an increase of less than one percent from the previous program. He stated the increase largely reflects the reduction in regional freeway system projects and a slight reduction in other fiscal year 2007 projects submitted by area agencies. He explained the funds are shared between freeways, streets and transit, with freeways receiving \$1.7 billion, street, bicycle and pedestrian projects receiving \$1.6 billion and transit projects receiving \$1.3 billion. He stated the remaining 30 million dollars is for regional studies and contingencies. With regard to federal funds programmed in the TIP, Mr. Ward stated freeway projects will receive 50 percent, street projects and intelligent transportation system projects will receive nearly 21 percent, transit and transportation demand management projects will receive over 12 percent, bicycle and pedestrian projects will receive nearly 11 percent and the remaining seven percent is targeted for telecommunications projects, studies and contingencies.

CALL TO AUDIENCE

Mayor Joe Harper, City of San Luis, and on behalf of the Yuma Metropolitan Planning Organization, thanked the Board for their continuing effort on Ash Highway, explaining it takes traffic from San Luis to the city of Yuma and connects to I-8. He said the San Luis II Port of Entry, once constructed, will increase San Luis and Yuma County's economic development. He asked the Board for relief from the tremendous backups they already experience along the border, noting \$280 billion dollars are traded through the borders every year. He thanked the Board for widening Highway 95, stating it is an important regional link between San Luis and the City of Yuma. He asked the Board to improve Highway 95 from Yuma to Quartzsite, stating it is not an all-weather road, resulting in closures and washouts when it rains. He also asked for an all-weather bridge on High 95 that would allow the highway to remain open when the wash is running.

Mr. Tom Talo, City of Phoenix, thanked ADOT for the work they have done delivering the valley's transportation system. He stated it is important for the region to determine what it will do when the half-cent sales tax expires. He asked the Board to support a bill currently at the State Legislature that would authorize the region to vote to extend the half-cent sales tax.

Ms. Dee Dee Barker, resident of Phoenix, expressed her opinion the express bus service offers a great value. She said the state should do a better job of informing the public about its meetings, suggesting they post information on the buses. She asked MAG to get back with her about the Federal Transit Administration workshop. She recommended the state concentrate on educating and motivating people to use the transit system already in place before putting any other system online. She voiced her support of a rapid light rail system, stating an at-grade rail system would create more pollution and congestion.

Mr. Blue Crowley, Phoenix resident, thanked the State Board and CTOC Committee for attending the meeting. He questioned why a number of MAG members and the RPTA Board did not attend. He expressed his opinion the City of Phoenix should abandon the I-10 express. He asked that the record reflect he was denied access to the June 26 meeting, stating Mr. Bourey instructed a man to arrest him for trespassing. He said Mr. Bourey also denied him access to the library. He stated it was a violation of law to require that he sign in at the last CTOC meeting, noting he was then only given one minute to speak. He stated the CTOC committee is a citizen committee and, as such, it should reach out to the community and listen to what it is saying. He asked why MAG has a problem with governance and the changes currently before the Legislature. He asked, in what way the Board and MAG are advisory to the Legislature. He said the state needs to start coordinating its efforts in terms of planning. He pointed out the bridge on Grand Avenue at 27th and Thomas Avenues is not multi-modal, stating pedestrians, bicyclists and transit were not made part of the equation until after the fact.

ADJOURN

Mayor Hawker thanked the citizens for attending and the members of the State Transportation Board, CTOC, Valley Metro and MAG for their participation.

The meeting adjourned at 1:25 p.m.

Katie Dusenberry, Chairperson
State Transportation Board

Keno Hawker, Chairperson
Maricopa Association of Governments

Victor Mendez, Director

*Denotes items approved in the consent agenda.